

**United States Environmental Protection Agency**  
**Region II**  
**POLLUTION REPORT**

**Date:** Thursday, March 27, 2008

**From:** Angel C. Rodriguez

**Subject:** LMM Airport Jet Fuel Spill  
LMM Airport Jet Fuel Spill  
State Rd # 26, Carolina, PR

|                          |           |                               |           |
|--------------------------|-----------|-------------------------------|-----------|
| <b>POLREP No.:</b>       | 1         | <b>Site #:</b>                | M08015    |
| <b>Reporting Period:</b> |           | <b>D.O. #:</b>                |           |
| <b>Start Date:</b>       |           | <b>Response Authority:</b>    | OPA       |
| <b>Mob Date:</b>         | 3/26/2008 | <b>Response Type:</b>         | Emergency |
| <b>Demob Date:</b>       |           | <b>NPL Status:</b>            | Non NPL   |
| <b>Completion Date:</b>  |           | <b>Incident Category:</b>     |           |
| <b>CERCLIS ID #:</b>     |           | <b>Contract #</b>             |           |
| <b>RCRIS ID #:</b>       |           | <b>Reimbursable Account #</b> |           |
| <b>FPN#</b>              | M08015    |                               |           |

**Site Description**

The spill occurred at the Luis Munoz Marin International Airport located in Carolina, Puerto Rico. The airport's air traffic is the 28 largest in the world. The airport is surrounded by wetlands to the North and East with several channels leading to the Atlantic Ocean.

On March 25, 2008 a jet fuel was detected in one of the airport's internal water channels. The same impacted mangrove formations as well as small critters.

During the period of March 26 to March 28, 2008 responders concentrated in mitigating and controlling the oil spill migration in several areas by placing containment boom as well as oil absorbent barriers.

EPA and Environmental Quality Board (EQB) detected the presence of free jet fuel in the airport's storm drain system located in area CAS 1- apron 6. The same was flushed out by vacuum trucks and water injection but the storm drain recharged itself with more fuel.

The refueling line in CAS 1 began to be tested after OSC requested a temporary exception be given to the Ports Authority one of the parties from complying with the timeline scheduled specified in an EPA RCRA AOC.

Clean-up and removal of oil began and is currently underway in the storm drain water channel known as "the hole". Other spill affected areas such as the Gate 26 channel is being assessed for oil pockets and damage to the mangroves by the Puerto Rico Department of Natural Resources (DRNA). Water and soils samples were collected and are being analyzed for fingerprints and other parameters.

On March 29, four (4) field notices of federal interests were issued by EPA to request identified PRPs assume responsibility of the oil clean-up and mitigation actions. The same were the Puerto Rico Ports Authority, BP Oil and ESSO Oil and Caribbean Airport Service.

On March 30, 2008, completed the testing of the 1st third of the CAS 1 fuel pipeline.

**Current Activities**

Preparations are being made to begin the integrity testing of the second third of the pipeline.

Continue to work in removing oil from the hole and a NRDA is being conducted by the DRNA representatives.

Dye testing of the storm water drains.

**Planned Removal Actions**

Soil gas sampling is scheduled to be performed. ERT will be arriving on Tuesday, April 1, 2008, to help the OSC assess the elusive jet fuel source.

**Next Steps**

Continue testing of the CAS 1 pipeline and the removal of oil from the already identified areas.

**Key Issues**

A hidden pvc pipe was found at the CAS 1 property. Evidence of oil been dumped into the hole is clear. The site will be referred to CID for intervention.

[response.epa.gov/LMMOilSpill](https://response.epa.gov/LMMOilSpill)